

# YELLOWSTONE PARK:

PAST, PRESENT, AND FUTURE.

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FACTS FOR THE CONSIDERATION OF THE COMMITTEE  
ON APPROPRIATIONS FOR 1891, AND  
FUTURE COMMITTEES,

BY

G. L. HENDERSON.

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WASHINGTON, D. C.  
GIBSON BROS., PRINTERS AND BOOKBINDERS.  
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HONRS. JOSEPH G. CANNON, *Chairman* ; L. E. MCCOMAS, WM. COGSWELL,  
J. D. SAYERS, and A. M. DOCKERY, *of the Sundry Civil Sub-Committee.*

GENTLEMEN : Feeling grateful for the liberal appropriation made in the Act of 1890, for the protection and improvement of the Yellowstone National Park, by Your Honorable Body, and hoping to secure a like liberality in the act of 1891, and in all future appropriations, I have the honor to present some important details relating to its past history and future prospects.

The following documents furnished by the Department of the Interior will show what material aid has been given by the Government of the United States, and by whom expended since 1872:

DEPARTMENT OF THE INTERIOR,

WASHINGTON, *January 19, 1891.*

MR. G. L. HENDERSON.

SIR : In compliance with the request contained in your letter of the 17th instant, I enclose herewith statements showing the various sums appropriated by Congress for the protection and improvement of the Yellowstone National Park from its creation up to the present time, as well as the names of the Superintendents of the Park appointed by the Secretary of the Interior, with terms of service and compensation paid each.

In relation to Mr. Langford, I have to state that on the 10th of May, 1872, the Secretary of the Interior appointed him as Superintendent of the Park, with the following reservation as to pay, stated in the letter of appointment :

“ As Congress has not yet provided any appropriation to carry out the purposes of the Act, your appointment must be without pay, until such time as an appropriation is made for that purpose.”

I am unable to state whether he ever received any compensation for his services.

Very respectfully,

THOS. H. MUSICK,  
*Chief, P. and M. Division.*

*Superintendents of Yellowstone National Park.*

N. P. Langford :	Appointed May 10, 1872.....	No compensation.
	Removed, April 18, 1877.....	
Philetus W. Norris :	Appointed April 18, 1877.....	No compensation.
	Commissioned July 5, 1878.....	\$1,500 per annum.
	Removed February 2, 1882.....	
Patrick H. Conger :	Commissioned February 2, 1882.....	\$2,000 per annum.
	Resigned July 28, 1884.....	
Robert E. Carpenter :	Commissioned August 4, 1884.....	\$2,000 per annum.
	Removed May 29, 1885.....	
David W. Wear :	Commissioned May 29, 1885.....	\$2,000 per annum.
	Congress failed to appropriate for office from August 1, 1886.....	
Capt. Moses Harris :	Acting Superintendent of Park. No compensation August 10, 1886, detailed by Sec- other than army retary of War, in pursuance of pay. Act March 3, 1883, 22 Stat. 627.	
	Relieved from duty June 1, 1889.....	
Capt. F. A. Boutelle :	Acting Superintendent of Park. As- No compensation signed June 1, 1889, relieving other than army Captain Moses Harris. pay.	
Capt. G. S. Anderson :	Acting Superintendent of Park. As- No compensation signed Jan. 21, 1891, relieving other than army Capt. F. A. Boutelle. pay.	

*Appropriations for Yellowstone National Park created by Act of Congress,  
approved March 1, 1872.*

*From March 1, 1872, up to June 30, 1878, no appropriations for Park made  
by Congress.*

For protection and improvement of Park, Act June 20, 1878 .....	\$10,000 00
Act March 3, 1879.....	10,000 00
Act June 16, 1880 .....	15,000 00
Act March 3, 1881.....	15,000 00
Deficiency Act, March 3, 1881.....	89 76
1883, including salary of Superintendent and employes, Sun- dry Civil Act, August 7, 1882 .....	15,000 00
1879 and prior years, Deficiency Act, August 5, 1882 .....	150 00
To pay P. W. Norris' salary and expenses, Superintendent of Park, from April 18, 1877, to June 30, 1878, Sundry Civil Act, Au- gust 7, 1882.....	3,335 41
For protection and improvement of Park, 1884, including com- pensation of Superintendent and employes. (Salary of Su- perintendent \$2,000. Ten Assistant Superintendents at \$900 each, to be deducted from said appropriation.) Sundry Civil Act, March 3, 1883 .....	40,000 00
1885, Sundry Civil Act, July 7, 1884 .....	40,000 00
1886, Sundry Civil Act, March 3, 1885 .....	40,000 00
Compensation of Superintendent and employes, Joint Reso- lutions, July 1 and 15, 1886.....	20,934 25
For protection and improvement of Park, 1887, construction of roads and bridges under direction of engineer officer detailed by Secretary of War, Sundry Civil Act, March 3, 1887.....	20,000 00
1888, Sundry Civil Act, October 2, 1888 .....	25,000 00
1889, Sundry Civil Act, March 2, 1889 .....	50,000 00
1890, Sundry Civil Act, August 30, 1890 .....	75,000 00
	<hr/> \$379,509 42

Since the creation of the Yellowstone Park it has had five civil and three acting military Superintendents, including that of Capt. George S. Anderson, whose commission dates from January 21, 1891.

It is a marvel that the World's Wonderland was so long neglected in the annual appropriations.

Its first superintendent being carefully notified that he must serve without any surety of remuneration.

Superintendent N. P. Langford was the John the Baptist, who, inspired by the marvels of mountain, canyon, and geyser, proclaimed, in a series of ably written articles, that this National Park was, beyond and above all others, cosmopolitan, both as to its extent and attractions.

P. W. Norris, poet, philosopher, and explorer, devoted six of the best years of his life to its exploration and development. He gave it his life, as Livingstone gave his to Africa.

He discovered the geyser basin that bears his name, published the first guide-book, and sung the first songs of this new world. Hear him :

" I sing in songs of gliding lays,  
Of forest scenes in border days :  
Of rippling rills in valleys green,  
And mirrored hills in lakelet sheen ;  
Of mountain peaks begirt with snow,  
And flowery parks pine-girt below :  
Of goblins grim and canyons grand,  
And geysers spouting o'er the strand  
Of Mystic Lake, of Wonderland."

He opened the first wagon roads and bridle trails. It is true that in cutting a new road through a forest he left 6-inch stumps, over which only one of the best Bain wagons could hope to get through. But he seemed to think that a purgatorial passage over a prolonged wooden harrow would be a healthful introduction to the heaven that awaited him whose faith faltered not on the way to this earthly paradise.

The three succeeding superintendencies were so monarchical in character, so lacking in either inspiration, aspiration, or devotion to anything but their own individual sovereignty, that the brevity of their terms of office was the chief glory of this triumvirate. The last of them was cut short by a "failure" to provide the ways and means of prolonging its tyranny.

That of Capt. Harris was marked by a vigor and wisdom that



made him the terror of vandals, skin hunters, and evil-doers. While he was admired and honored by those who came to worship in this great arcana of Nature as devotees do in human temples, carrying with them only a memory of the natural statuary that had been the growth of ages.

The succeeding administration was not so fortunate. A whole family had been ejected, it is asserted, for gathering a few pebbles on the shores of Yellowstone Lake, where millions of tons have been accumulating for ages. It has also been asserted on good authority, that the military under this regime gave to game such "protection as the wolf gives the lamb."

Any administration, civil or military, depends largely on the character of the man who stands at its head. The latter has this merit: that while the Government needs an army, or the nucleus of one, it is a wise policy to employ part of it in the protection of the forests, game, and geyser cones of this Park while it is otherwise unemployed, and without additional expense, making it a sort of civil-military service like that proposed in a mercantile-marine navy.

The total expenditure for protection and improvement of the Park has been \$379,509.42 during 20 years. About \$120,000 has been expended in salaries, leaving only \$259,509.42 for the construction of roads and bridges, or about \$12,975 annually for the first 20 years of its existence as a Park.

During that 20 years New York, Philadelphia, and Chicago have expended as many millions on their parks.

It is now proposed to construct a belt line from Mammoth Hot Springs, by the way of Norris, Lower, Middle, and Upper Geyser Basins to Yellowstone Lake, the Grand Canyon, Tower Creek, the Petrified Trees near Yancy's, back to Mammoth Hot Springs. Originally, it was intended to include Shoshone Lake and its geysers, which would have made the circle about 168 miles. But late in the autumn of 1890, Messrs. Haynes and Wakefield reported a short cut from the Fountain, or Upper Geyser Basin, to the Thumb of Yellowstone Lake, that would, if found practicable, reduce the distance to about 140 miles. In the interest of thousands who desire to visit Wonderland at as little cost as possible this would be a most desirable object to be attained.

On the line of this circle there is to be seen lakes, paint-pots, geysers, and canyons enough to satisfy the most voracious appetite for the marvellous, and at the least possible expense. The fewer hotels that are needed the less it will cost the tourist to see a portion of



all that is to be seen. But for those who can afford the expense and can command the time there will be lateral roads, like rays from the sun, opening a larger world of wonders than has ever yet been seen even by those who have had time and money at their command.

The Norris Basin has about 300 most wonderful objects of interest, of which, under our present mode of transportation, the tourist has time (30 or 40 minutes) to see only about 18 of them, and that time is insufficient to see one of them as they ought to be seen. They can have a bird's-eye view of the Porcelain Basin, the Millstone of God, Sulphur Spray, Dancing Dunes, and near views of the Locomotive, Whirlpool, White Paint-Pots, Hurricane, Constant, Fairy River, White and Black Recording Terraces, Black Growler, Double Crater, Emerald, Minute-Man, Monarch, Palpitator, and Vixen geysers. These alone require several hours to see them in static repose, and dynamic grandeur while in eruption.

It would require an expenditure of at least \$2,000 to construct foot paths and bridle trails, in order to see all that lies between Leap Frog Lake on the south to Crystalization Lake on the north. From this point also tourists could in one day visit the famous Colored Paint-Pots and geysers at the foot of Mount Johnson, and the equally famous Monument Geyser Basin on the top of Mount Schurtz, and return to the Norris Hotel in time for supper. It would require a full page of this pamphlet to give the names alone of all that is to be seen in those famous basins.

The Yellowstone Park Association will have completed before the season of 1891 opens a splendid hotel near the Fountain Geyser. At this point may be seen the Parnassus Basin with its Evangeline, Little Jewel, Raven, Fritchie's Well, Star Spangled Banner, the Clock, Hiawatha, and Thanatopsis, also in close proximity; or from the hotel windows may be seen the Fountain Geyser after an interval of about two hours pumping her stored up boiling water and steam for from 18 to 40 minutes, and near her are a dozen of smaller geysers, also the beautifully terraced Museum, the Mammoth Paint-Pots, and the great Green Globe Lake, the only known boiling lake on the planet that contains uric acid. A lake that Dr. Howard Mummery, F. R. S., assured me will attract thousands of those afflicted with Bright's disease, or other ailments of that class.

The expenditure of less than \$1,000 will open up a carriage road to Ebony Basin, a mile east of the Fountain Hotel and the Mammoth Geyser Basin, another mile to the south of Ebony Basin.

In one day the tourist may see Othello Fountain, Walpurgia

Lake, Black Warrior Geyser, with its alabaster and ebony rings, discharging its boiling, never-ceasing flood into the steam-enveloped Walpurgia, day and night, summer and winter, without a moments' suspension. Near Ebony Canyon there is the Champaign, Marguerite, Faust, and a host of other geysers, named and anonymous, also the Parlor Basin with its half dozen beautiful boiling fountains. The Venus and near her the Inominata, two subjects worthy of a day's study by painter or poet.

The Mammoth Fountain, whose terraces are the most perfect in their coral-like structure, and whose discharges constitute a liquid pyramid of over 300 feet from base to peak. Near this great geyser is the Seraph, her terraces and creek, the splendor of which surpasses the wildest dreams of the paradises of the poets; also the mysterious Blistered Terraces, terminating at the Sepulchre Geyser, and the equally mysterious trinity, known as the Fairy, Fiend, and Fury.

The ancient Hecla is to be seen not far from the Mammoth Fountain, as it sends up vast volumes of steam with occasional jets of water. Visitors with time and taste might spend a week most profitably in the Ebony and Mammoth Basins. Poet, painter, and photographer might go over it again and again to find new subjects for pen, pencil, or camera. Then, again, there will be needed over \$5,000 to open roads from this hotel, south and west, to the Brilliant Geyser and Fairy Falls, a distance of over 5 miles. I shall name but a few of the wonders that will be met with on this tour of a day or a week of days, as inspiration might dictate. On either side of a road to the Brilliant may be seen Lindren's Garden in Chemical Valley, Microcosm Basin, The Nimbus, Aladdin's Cave, Giant's Foot-prints, Maiden's Coffin, Caldrons, Minor and Major, Golgotha Geyser, Ragged Edge, Bleeding Heart, Loch Gelt, Loch Cloud, and Loch Fine, Sea Wave Geyser, and Specimen Terrace at the foot of Lone Butte, Queen's Laundry, and near it Domes Angelo and Raphael, Hour Geyser, The Puffer, Golden Trap, Steam Roarer, and a host of other geysers, paint pots, steam vents, and gas-aqueous geysers. It will be found that the geyser region that surrounds the Fountain Hotel is more than a rival of the Upper Geyser Basin. The terraces of the Mammoth surpass all others in extent and the perfection of its coral-like processes; one wave of its eruption is more impressive than that of any other, surpassing even that of the Excelsior's at its best.

The Black Warrior, it is estimated by some, discharges more water

into Walpurgia in one day than all the other geysers combined, excluding the Excelsior.

The Seraph has a threefold beauty of fountain-head, terraces, and creek that places her above all her sisters of the gas-aqueous family.

The Midway Geyser Basin, or Hell's Half Acre, is well opened up by the National Park Avenue on the west side of the Firehole River, but it will require an expenditure of about \$500 to make a road and bridge over the Firehole River to the Silver Globe Basin, at which one day can be profitably spent. Here are to be seen the great Sapphire Geyser and its Biscuit Terraces, the Jewel and its Jewelry, the Sea Shell, Silver Globe, Golden Bowl, Avoca, Volcanic Moses, Green Glacial, Undine, Three Graces, Maelstrom, Triplets, and Subterranean Geysers. There are many discoveries yet to be made in this most wonderful and fascinating basin.

The Upper Basin will need an expenditure of about \$2,000 more to make its more remote objects accessible to carriages, and even pedestrians.

The Lone Star and Shoshone Basins will require an additional expenditure of about \$5,000 to make them accessible to carriages from the Upper Basin. But the geysers in these basins are so insignificant compared with the great geysers that are seen on both sides of the Firehole River that few will care to visit them. I have known many instances where tourists, after having seen Old Faithful, The Castle, or The Beehive in eruption, refuse to take one step more to see those of lesser magnitude, and there is no geyser in the Shoshone Basin that will at all compare with the least of those I have named near the Fountain Hotel or in the Upper Basin. But there is one matter well worth the attention of this money-dispensing committee.

I quote a portion of a letter sent me from St. Paul in reply to mine of January 9, 1891 :

OFFICE  
CORPS OF ENGINEERS,  
UNITED STATES ARMY,  
37 GLOBE BUILDING.

SAINT PAUL, MINNESOTA, *January 23, 1891.*

G. L. HENDERSON, Esq.

DEAR SIR : I am in receipt of your letter of 9th inst. \* \* \*

As to the merits of the proposed short road from Upper Geyser Basin to the west end of Yellowstone Lake, I shall be only too glad to give the question every consideration. It can only be determined by a careful examination of the ground (*which has not yet been done*) and a discussion of the considerations involved in the transportation and care of visitors to the Park.

It is to be observed that, owing to the great length of roads required, and the excessive cost of the work, which results from the remoteness of their location, it does not seem probable that sufficient funds will be provided to complete the great belt road in time for the World's Fair. The most that we may reasonably expect would seem to be the completion of a belt via the Geyser Basins, the Lake, the Cañon, and thence returning via Norris. In my opinion the charm of the travel through the Park would be very greatly enhanced, and a great deal of money saved to the Government by making a water line from the west end of Yellowstone Lake through the Lake and down the river to the Grand Cañon.

If you can get an item directing an examination of this question introduced in the bill it will enable me to make a report.

The river is navigable except at one place, and I have no doubt we can remedy that in one season and for quite a small sum of money. By this means we ought to be able to complete the belt in time for the Fair.

Very truly yours,

W. A. JONES,  
*Major, Corps of Engineers.*

#### MEMORANDUM.

The following proviso to the pending bill would save one year in time and probably be sufficient for river improvement:

*Provided, That \$10,000 of the sum herein appropriated, or as much thereof as shall be necessary, may, in the discretion of the Secretary of War, be applied to the improvement of the Yellowstone River between Yellowstone Lake and the Upper Falls of said river.*

It will be seen from the foregoing letter that Major Jones sees the importance of shortening the belt line by every possible means, either by a cut off, or by navigating Yellowstone Lake from the Thumb to Upper Falls, a distance of over 30 miles. At this point I wish to call attention to the importance of having a commission sent by Congress, at least once every 5 years, to see what has been done with past appropriations, and what ought to be done with future ones, to hear complaints of every nature in order to be able to remedy the same by legislation, and to direct the best method of improvement and protection.

Five years ago W. S. Holman, S. W. Peel, W. H. Hatch, J. S. Cannon, and Thos. Ryan, accompanied by J. C. Court, clerk, were commissioned to visit the Park and inform themselves fully on all matters relating to its past, present, and future. I have every reason to believe that one good result of this visit was the introduction of a military superintendency that has saved the Government over \$100,000 in salaries for the maintenance of a civil superintendency that had become a disgrace to civilization.



The men composing that commission was a guarantee that the interests of the Park and the Government would be carefully guarded in all matters that might come under their personal observation, or from other sources.

With such a commission sent to the Park next summer, accompanied by some one from the Department of the Interior, such information could be obtained as would enable Congress to legislate wisely in the interests of the people, which is the Government, and of the Park, which has become theirs in common.

It will be found that complaints made against the hotel services in the Park are due to causes that time and money will remedy. When the Yellowstone Park Association undertook to supply proper hotel accommodation in the heart of the Rocky Mountains, where labor and team work in freighting cost so much, and where crude primitive buildings had already been constructed under Government leases, it was compelled to purchase these old shacks with the goodwill of the lease-holders at enormous prices. The President of the Yellowstone Park Association declared the Upper Geyser Basin Hotel to be a "sham and a cheat," being constructed on the principle of keeping out the light and letting in the cold at times when light and heat were both indispensable to the comfort of guests. There was only one good thing about this otherwise worthless building. It was located on an eminence that commanded a full view of all the great geysers in this basin.

The parties who built this sham hotel never finished anything they undertook, and never undertook anything that did not utterly fail to meet the end for which it was designed.

The Firehole plant consisted of a village of detached log cabins, that had the merit of novelty in the eye of Eastern and European visitors. They could be heated and lighted after a fashion. One of their peculiar features was, that all the rooms had telephonic communication with each other. The slightest noise, even a whisper, in one room was duly conveyed to every other room in the buildings by wooden partitions that were admirable conductors of sound. Add to this that the Firehole village was located about two miles from any object that could possibly interest or amuse tourists who might have arrived an hour or two before sundown. Secretary Noble granted permission to construct a new hotel with all modern improvements near the Fountain Geyser, but insisted that the telephonic series of hotels at the forks of the Firehole be torn down and removed. The Association finds, by experience, a curious fact

in human nature, namely, that when all the hotels were bad, the worst possible, there was little or no complaint, but when there were two good hotels at Mammoth Hot Springs—one at the canyon and one at the lake—there was a great deal of grumbling because there were bad ones anywhere. It is only by comparing the resemblances and the differences that we come to prefer one thing to another, or even know them apart.

It has been impossible to build more than one good hotel each year, from various causes, that a commission will readily understand when they come to know all the embarrassments that have stood in the way of securing proper sites and suitable material at points so remote from railroads and supplies. While time, money, and encouragement on the part of Secretaries of the Interior will obviate all reasonable causes for complaint in the hotel department, there is a second difficulty that cannot be overcome without a radical change, and one that will meet with much opposition from that stationary or reactionary class that both fear and hate all innovation. When the season fairly opens in July, and all the freight wagons and heavy Concord coaches are constantly passing over the roads, deep ruts are made by numberless wheels, and vast clouds of dust rise and hang suspended in the air when there are no currents; and when the wind blows you either ride in your own dust and in that of the carriages behind, or, if a head wind, the dust is driven into your face with a force that blinds and maddens you. So that delicate persons dare not undertake the journey, and even the more robust are wearied and worried by the jerking from rut to rut and the dust that has even driven the horsefly and the mosquitoes into the woods. "The rut and dust nuisance" has become intolerable! In 1884 Capt. Kingman, Park engineer, made an attempt to save the roads from the freighters' ceaseless, ever-grinding wheels, and to that extent get rid of some of the dust. He ordered that all freighters' wagon wheels be covered with 6-inch tire. His purpose was good, but his method was so unpopular that the order was soon suspended.

There seems to be but one solution of the dust and rut problems, and that is a RAPID TRANSIT OF SOME KIND.

By this means will come a solution of other problems. It will reverse the present order of having three hours to ride in a continuous cloud of dust over a road so rutted and cut up by ten thousand wheels that if you have a weak spot in any part of the vertebral column the jerks will find it out. These ruts are but a shade better than the Norris harrow, that not only "broke you all up," but often



broke your carriage and compelled you to take to the saddle as the best and only mode of preventing you from breaking your back.

In 1882 a Baron from the Court of Denmark came to the old Marshall Camp, at the forks of the Firehole, after having travelled a hundred and ten miles by stage from Beaver Canyon and over twenty miles through a ten-pin alley of stumps. The unfortunate man was so battered up that he could go no further. After seeing a few eruptions of the Fountain geyser from his tent, at a distance of three miles, he went no further. There were no hotels in those days, and yet the fame of Yellowstone Park had reached the Court of Denmark. I doubt if the Baron said much on his return to encourage pilgrimages to Yellowstone Park.

As late as 1889 the editor of the *St. Louis Post-Dispatch* rode only six miles through the dust and ruts from Cinnabar to Mammoth Hot Springs Hotel, and said, "Two hours is enough : a whole day would kill me." But could he have had the comfort of an ordinary street-car he would have gone on to Norris in an hour or an hour and a half, a distance of twenty miles, where he could have spent three hours instead of thirty minutes, and taken an afternoon train to the Fountain Hotel, where he could sit at his window and see the old Fountain "play," or take a leisurely walk from the Paint-Pots to the Museum, or in a quarter of an hour, in a comfortable carriage, stand on the shores of Walpurgia Lake and see the Black Warrior "play" for hours, thence to the Great Fountain and the Beautiful Seraph, and feel that the change from car to carriage is a rest.

With rapid transit, building material and hotel supplies could be distributed at one-fourth of the present cost. The Government will save over \$10,000 per annum in the repairs of roads and bridges. The million will then visit the Park while the millionaire will not be repelled because the comforts of modern modes of travel have superseded the slower stage coach. The need for light, comfortable carriages will be greater than ever ; because, as I have indicated, there will be roads radiating at right angles all along the belt line, where weeks and months may be spent by the tourist in search of health and pleasure, and at all times within 30 or 40 minutes of a first-class hotel.

The scheme suggested by Major Jones, of removing the few obstructions between the lake outlet and the Grand Canyon, after which the steam yacht, now on the lake, could make two voyages a day between the Thumb of Yellowstone Lake and the Grand Canyon, a dis-

tance of about 40 miles, is excellent and would be one of the great attractions of Wonderland in the line of a dustless rapid transit. So inexpensive and comfortable would be the improved transportation that the camping schooners of Wyoming, Idaho, and Montana would gradually disappear, and the danger of forest fires be thereby diminished.

When we can ride from basin to basin in an hour, and in an elegant coach, and then have hours instead of minutes to see their contents, who could afford to consume a month in doing what can be done in four days? The Yellowstone Park, with all its unparalleled wonders has only been able to attract less than 3,000 visitors annually. With improved and rapid transportation, first-class hotels at all points of interest, and its being not only the Wonderland of the World, but its greatest sanitarium, can any one doubt that its visitors will increase to ten, twenty, and thirty thousand annually.

A Congressional Commission will also obtain information in regard to the proposed addition to the Park; also in regard to a cut off, in order to let Cooke City have a railroad outlet down Soda Butte Creek and the Yellowstone River to Cinnabar. Also the propriety of having an enclosure where elk, deer, and buffalo can be seen at any time. Tourists complain that while there are a few mountain buffalo, thousands of elk and deer, they are seldom or never seen during the summer. That they might be seen at any time in their native home within an enclosure of two or three square miles, would be an additional attraction to the wonder-seeker.

My attention has often been called to the fact that no seats are provided at any of the points of interest, where a tired pedestrian might sit down beside one of the grand terraces, or a great fountain, or a geyser, or at Inspiration, or lookout points at the Grand Canyon, and rest while they might sketch, write, wonder, and worship in this sublime temple, the dome of which is the star gemmed sky, and which is mirrored in a hundred boiling lakes whose fathomless, hot liquid abysses, are as transparent as the aerial heavens which they duplicate.

An American who spent the summer of 1890 in Europe informs me that when the World's Fair of 1893 became the subject of conversation, Chicago and the Fair were held subordinate in interest to the Yellowstone Park of world-wide renown.

Nearly all with whom he conversed declared their intention of availing themselves of the reduced ocean and transcontinental railroad rates more for the purpose of seeing Niagara Falls and Yellowstone Park than anything else in the United States.

How important, then, that we open the national purse liberally for the improvement of this magnificent Park, for which nature has done so much and the nation so little.

The *Lewiston Journal* estimates that the State of Maine, through all her gateways of travel, admits 100,000 visitors to her seacoast summer resorts, and that she derives an annual revenue therefrom of \$6,500,000. But Maine has expended many millions on her seacoast resorts west of Portland to the Piscataquis, from Casco Bay and the long line of beaches which stretch away from the harbor lights of Portland, through Pine Point, Scarboro', Old Orchard, and Kennebunkport.

How many millions will come to us annually from Europe and will be saved at home when we expend one million in opening the Belt Line road for rapid transit lake and river navigation, with all the cross-roads, as given below :

Lake and river improvement.....	\$10,000
Norris paths and carriage-ways.....	2,000
Bridge and path to Monument Basin.....	500
Carriage road to Colored Paint-Pots.....	500
From Fountain to Black Warrior and Mammoth Basins...	1,000
Fountain to Queen's Laundry and Brilliant.....	5,000
To Silver Globe Basin.....	500
At Upper Basin.....	2,000
To Lone Star and Shoshone Basins.....	5,000
Paths at Grand Canyon and Tower Creek.....	10,000
Rustic seats at all points.....	5,000
	<hr/>
	\$41,500

It is not proposed to complete all these cross-roads until the central line is first completed.

The first generous appropriation for the improvement of the Park (\$50,000) came when that great-hearted Pennsylvanian, S. J. Randall, was Chairman of the Committee on Appropriations.

It is an honor to the present Committee that, so far as I know, they were unanimous in allowing \$75,000 for the fiscal year ending 1891. And but for the fact that \$60,000 of that appropriation could not be expended in the winter after it become available, the Committee would have increased the sum at this session, in order to make sure of the construction of the Belt Line before the rush of 1893.

I venture the affirmation that there can be no internal improvement made by the Government that will be more valuable to our

people than that expended in the Yellowstone Park, whether we consider it from an economic, scientific, or sanitary point of view.

If it shall be announced before 1893 that Yellowstone Park has put its carriages on rails ; its lake and river under steam and sails ; its bathing pools and fountains so that both sexes might sport in their tepid waters ; rustic seats inviting repose and contemplation at a thousand shady nooks, then we may expect to have the treasures of Europe poured into our lap, thus maintaining the tourist balance of trade, by many millions, in our favor. But we must sow that we might reap. The investment of one million will return us one hundred millions and save to the country as much more in the home consumption of our own native and natural sources of health and pleasure.



